

The Statue.

Not like those temples of the olden times,
Built by the bleeding hands of toiling slaves,
The corner-stones laid over new-made
graves,
In bold commemoration of dark crimes;
Not like the mystic Sphinx, whose dull, cold
face
Left to the world no lesson and no grace.

In this majestic emblem of the Free!
No history of wrongs, her wearing marts—
But, rival and companion of the stars,
She lifts her glorious torch, that all may see
This symbol of a Nation's Motherhood,
Fair Liberty, the beautiful, the good!

Stupendous triumph of ambitious art,
Helped by a million eager, earnest hands,
Up to the lofty height whereon she stands,
She knits two great republics heart to heart
And, smiling from our country's open door,
Welcomes the homeless wanderer to our
shore.

ELLA WHEELER WILCOX.

THE STEWART MAUSOLEUM.

Where the Millionaire's Widow will
be Entombed.

The crypt under the chancel of the
cathedral, where the body will be finally
laid, could afford an answer to a much
debated question, whether or not Mr.
Stewart's body was ever recovered from
the grave robbers. Story after story has
been told—and afterward denied—tend-
ing to show that the body was secretly
taken there at night and buried. But
those who enter the crypt next Thursday
beating the remains of her who has just
been reunited with her husband, are likely
to emerge no wiser than before.

To enter the crypt one must first pass
through a small mortuary chapel under
the cathedral. It is finished in white
marble, beautifully carved. Only a few
persons have ever been admitted. A
thick, heavy oak door gives entrance
thence into a narrow passage with a turn
in it, and closed at the other end by a
single slab of marble. When this swings
on its hinges, and it is so massive that it
is not easily moved, the crypt is seen be-
yond. It is circular in shape, the walls,
ceiling, and floor all being of white
marble, highly polished. In the centre stands
an urn. Beneath the urn are two graves,
sunk in the solid masonry and side by
side. One was intended for Mr. Stewart's
remains, the other for his wife's. Is only
one of them vacant, or are both? Do the
bones of the dead merchant again repose
in consecrated ground there? The an-
swer to these questions is concealed by
massive slabs of stone. Only the slab
over the grave destined for the wife will
be raised, and it is only natural to sup-
pose that due precautions will be taken
to see that the workmen do not by mis-
take lift the stone-cover of the wrong
grave and thus let out the secret of the
tomb.

George Catches It.

At the great Chickering Hall meeting
in New York, Bleeker Miller said: "Judg-
ing from the anger which my remarks
excited, I conclude that they struck
home. I was not surprised that arguments
would have little effect with Mr. George's
followers after their covetous feelings had
been so long worked upon by that
demagogue. I was not surprised at the
action of the audience, but I was surprised
at the action of Mr. George, who under-
took to answer me, and found it neces-
sary in so doing to put remarks in my
mouth which I did not make. He said
that I said it would make no difference
whether wages went up or down. The
nearest remark to that which I made was
to the effect that, even if rents were re-
duced throughout the whole city under
Mr. George's plan, the evils of the present
system of unlimited competition would
continue to injure the workingmen. That
he did not answer."

The President's Party for the Bar-
tholdi Day.

The President and party left Washing-
ton at 4 P. M. yesterday for New York,
and will return at midnight on Thursday.
There are seven persons, as follows: The
President, the Secretary of State, the
Secretary of War, the Secretary of the
Navy, the Secretary of the Interior, the
Postmaster-General, and the President's
private secretary.

The Union Veteran Corps, First Com-
pany, left yesterday at a quarter-past four
P. M., and will be received on their arrival
by the Veteran Corps of the Sixty-ninth
New York National Guard. They will
have their headquarters in the armory of
the Sixty-ninth, corner of Seventh street
and Third avenue.

The Boodlers' Dodge.

So, So.—And now the quaint group of
"boodlers" who are awaiting trial are
thinking of pleading "guilty" in order to
lighten the inevitable sentence of the
court. Six months ago they were as in-
nocent as new-born babes, three months
ago they were martyrs, and now—well,
now they are ready to admit their crime
if it will shorten their residence at Sing
Sing. Jaehne invites them all to his em-
brace, and they may sit at his festive
board possibly on Thanksgiving day.—N.
Y. Herald.

Poor Workingmen.

Poor settlers—"workingmen," all of
them—took up 7,415,886 acres of wild
land last year, under the Homestead act,
by pre-emption. Yet Henry George
claims that poor men have no land and
cannot obtain any; and he insists that
all land ought to be confiscated, although
there are more than 6,000,000 of land
owners in the United States.—Washing-
ton Post.

WHEN NOT TO DRINK.

Some Wise Points for Business Men Who
Tiptle at Wrong Hours

Moderate drinkers engaged in pursuits call-
ing for judgment and acumen, and who use
liquors during business hours, end, with
scarcely an exception, as financial wrecks,
however successful they may be in withstanding
the physical consequence of their indul-
gence. Thousands who retain their health
and are never ranked as victims of intemper-
ance lose their property, wreck their business
and are thrown into bankruptcy because of
tipping habits during business hours. These
men are not drunkards, and only close ob-
servers can detect the influence of strong
drink in their deportment; but nevertheless
liquor gives them false nerve, makes them
reckless, clouds the judgment and soon in-
volves them in bad purchases, worse sales
and ruinous contracts. Sooner or later it is
shown that the habit of tipping during busi-
ness hours is a forerunner of bankruptcy.
Let every such drinker review his business
transactions for a series of years, and answer
whether this statement is not true.

Liquor acts on the brain in the same man-
ner as chloroform or ether, producing a
stimulation which effects cool thought, fol-
lowed by a depression corresponding to the
amount of the dose. What man would ex-
pect to succeed in business if he were ac-
customed to take, while at work, even very
slight whiffs of ether, chloroform or laughing
gas and keep himself all the time, more or
less, under such beclouding influences? Such
a man, even if able to preserve his health,
would grow reckless, loquacious, and soon
prove no match for a clear-headed rival.
Liquor is an indispensable ally wherever vic-
tims are systematically fleeced, and its effects
are seen also in the rivalries of legitimate
business.

The professional gambler keeps a free bar,
but never drinks himself when at the table;
and, while a sober, clear-headed, honorable
merchant, dealer or operator would not en-
deavor to ply his rival with liquor, he would
gain great advantages from the latter's self-
sought indulgence. Liquor shows its victims
not only in saloons and gambling dens but
about boards of trade and stock exchanges
and in every line of business requiring a
clear, cool head. Moderate drinkers who at-
tempt to do business with even slightly ex-
cited brains are the men who are all the time
making losses and going to the wall.—
Chicago Tribune.

Secret of the Body Snatchers' Trade.

"Whether those body snatchers are punished
by law or not," said a doctor, "they ought to
be heartily kicked as blasted fools."

"Why?" asked a reporter.

"Oh, the idea of their packing a stiff in hay
—and in warm weather at that! Of course
the odor would give it away."

"What would you pack it in?"

"Apples."

"Apples!"

"Yes, apples. You seem surprised, but it
is a fact that if a dead body in a box is sur-
rounded by apples, the fruit absorbs all the
bad odor."

"That will bewine to many people."

"Dave say. One time, I remember, we
brought a subject into Toledo in a barrel,
all so nicely packed in apples that if a head
had been taken out spectators would swear
there was nothing in it but Baldwin, or ram-
boses, or whatever they were. We got it up
to the college all right and after dark the
stiff was lifted up the elevator into the dis-
secting room, leaving the barrel and the ap-
ples in the alley. Next morning some foolish
women came along, found the apples, and
carried away every blamed one of 'em. I'll
bet they never had such a treat since they
lived in Toledo."

"How did the fruit agree with them?"

"I never ascertained."—Toledo Blade.

A Student's Strange Habits.

The late Professor Greene, author of
"Green's Analysis" and the "English Gram-
mar," with which so many have wrestled in
their school days, was one of the most genial
and fatherly of men. During the later years
of his life he was professor of mathematics
and astronomy in a New England college.
There was in one of his classes a somewhat
slow-witted, though studious, young man,
whom we may call Jones. On a certain oc-
casion, after Jones had repeated carefully the
text book statements about the effects of the
motions of the earth, and was trying to re-
member what came next in the book, the pro-
fessor interposed with:

"Were you ever in the shadow of the earth,

Mr. Jones?"

Jones (slowly)—No, sir.

Professor—Where do you spend your nights,
sir?

Jones didn't want to tell.—Harper's Maga-

zine.

To Mean To Swim.

Mark Twain and I were riding across Mis-
souri once, when our horses broke down. We
stopped at Hannibal and I got a large horse,
but Mark could find nothing better than a
little mule. Well, we left Hannibal and soon
came to a creek much swollen by late rains.
Mark told me to go first, which I did. It
deepened rapidly and my big horse was soon
swimming. I had the reins of Mark's mule,
and, looking back, could barely see the mule's
head, and the water was well around Mark's
shoulders. After a little trouble we reached
the other side. Mark sat on his mule a mo-
ment, when, without a word, he dismounted,
and, coming to my side, laid his hand upon
my knee and looking earnestly into my face
said: "George I believe that mean little mule
waded every step across."—George Ritschel of
St. Louis.

Idleness of the Kaffirs.

Anglican missionaries in the diocese of
Maritzburg, South Africa, claim that the
great sin of the Kaffirs is idleness. What
work is done falls on the shoulders of the
women, and they don't work three months out
of the twelve. When the people are not off
to a beer drinking they are stretched out in
the sun, idling their time away. They don't,
it seems, like to go to church any better than
they like to work. Sometimes the impatient
missionary will have to wait for his congre-
gation more than an hour, even after a mes-
senger has been sent for them.—Chicago
Herald.

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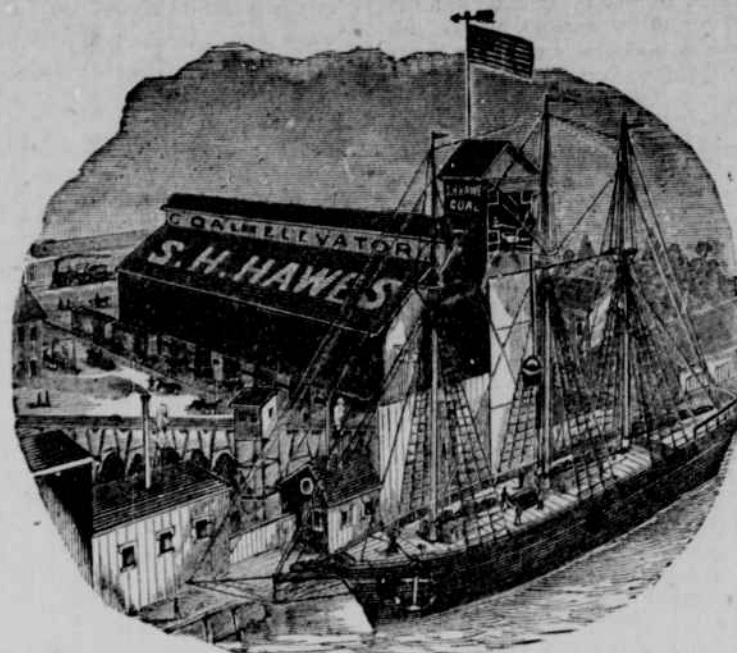
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RAILROADS.

NORFOLK AND WESTERN RAILROAD
TIME TABLE IN EFFECT SEPTEMBER 18, 1886.

TIME.	WESTWARD.	
	DAILY.	DAILY.
Eastern Standard.	No. 1.	No. 3.
Leave Norfolk	5:30 pm	9:30 am
Leave Suffolk	6:15 "	10:34 "
Arrive Petersburg	8:15 "	12:30 pm
Leave Richmond (via R. & P. R. R.)	4:30 pm	11:30 am
Leave Petersburg	8:25 pm	12:40 pm
Leave Burkeville	10:17 "	3:00 "
Leave Farmville	10:53 "	3:37 "
Arrive Lynchburg	12:50 am	5:55 pm
Leave Lynchburg	1:10 am	6:10 pm
Leave Liberty	2:05 "	7:00 "
Leave Roanoke	3:25 "	8:20 "
Leave Christiansburg	4:37 "	9:40 "
Arrive Bristol	5:00 am	10:00 pm
Leave Wytheville	6:23 am	11:30 pm
Leave Marion	7:23 "	12:20 am
Leave Abingdon	8:22 "	1:26 "
Arrive Bristol	8:45 am	1:50 "

*Daily except Sunday.

Parlor and Sleeping Cars between Bristol and Norfolk on Trains Nos. 1 and 2.

CONNECTIONS.

Leave Norfolk 9:30 am daily with through car to Richmond, and 5:30 pm daily. Arrive Richmond 1:30 pm daily and 9:20 pm daily, except Sunday.

Leave Richmond via R. & P. R. R. at 11:30 am daily, connecting with No. 3 west bound at Petersburg, for all points on line of N. & W. R. R.

Leave Richmond at 11:30 am daily, and 6:30 pm daily, except Sunday, with through car to Norfolk, arriving at Norfolk 3:10 pm daily, and 10:00 pm daily.

All inquiries as to rates, routes, etc., promptly answered.

If you are going to travel, drop a letter or postal to Allen Hull, Travelling Passenger Agent, Roanoke, Va.

CHARLES G. EDDY,
Vice-President.
W. B. BEWILL,
General Passenger and Ticket Agent.
General office, Roanoke, Va. oc 22

CHESAPEAKE AND OHIO ROUTE

SCHEDULE TAKING EFFECT SEPTEMBER 13TH, 1886.

8:45 pm For Newport News, Old Point Comfort and Norfolk, daily except Sunday.

11:25 am Through and Local Mail to all points West. Sleepers from Clifton Forge to Huntington, except Sunday.

3:50 pm For Newport News, Old Point and Norfolk. Except Sunday.

4:00 pm Charlottesville accommodation. Except Sunday.

6:25 pm For Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans. Fast Express, with through Pullmans Daily. Only route running Pullmans West from Richmond.

Sunday excursion to Newport News and Old Point, 8 am.

ARRIVE RICHMOND:

8:35 am Charlottesville accommodation.

11:15 am From Norfolk, Old Point, and Newport News, except Sunday.

3:40 pm From Local points and the west, except Sunday.

6:15 pm From Old Point and Newport News, and Norfolk, daily except Sunday.

8:55 pm From Louisville and Cincinnati. Fast Express daily.

Sunday excursions from Old Point and Newport News arrives at 6:15 pm.

Depot: Seventeenth and Broad streets.

Ticket-offices: 1,000 Main street and depot.

H. W. FULLER,
General Passenger Agent.
Wm. C. WICKHAM, Second Vice-President.

RICHMOND, FREDERICKSBURG AND POTOMAC.

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C. A. TAYLOR,
General Freight Agent.

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RAILROADS.

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME-TABLE.

Commencing MONDAY, JUNE 21, 1886, trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richm'd.	Arrive Petersb'g.	Accommodation
32	4:00 am	7:55 am	Through train
48	10:49 am	11:38 am	Through train
34	11:30 am	12:20 pm	Accommodation
40	2:48 pm	3:25 pm	Fast Mail
36	4:30 pm	7:20 pm	Accommodation
26	7:20 pm	8:20 pm	Sunday accom.
28	4:40 pm	5:50 pm	Sunday accom.

TRAINS NORTHWARD.

No.	Leave Petersb'g.	Arrive Richm'd.	Accommodation
43	4:58 am	5:48 am	Fast Mail
33	8:25 am	9:20 am	Accommodation
35	12:40 pm	1:30 pm	Accommodation
47	5:03 pm	6:00 pm	Through train
37	7:20 pm	9:20 pm	Accommodation
27	8:45 pm	9:46 pm	Sunday accom.
29	6:15 pm	7:14 pm	Sunday accom.

*Daily. †Daily (except Sunday).

STOPPING PLACES.

Nos. 40 and 43 make no stops. Nos. 47 and 48 stop only on signal at Chester, Centralia, and Manchester. Nos. 26, 27, 28, 29, 32, 33, 34, 35, 36, and 37 stop at all stations for passengers.

PULLMAN CAR SERVICE.

On train No. 40 sleeping-cars between Washington and Charleston. On train No. 43 sleeping-cars between Jacksonville and Washington. On trains Nos. 47 and 48, sleeping-cars between New York and Jacksonville.

THE ONLY ALL-RAIL ROUTE TO NORFOLK.

LEAVE.	ARRIVE.
Richmond, 11:30 am	Norfolk, 3:10 pm
Richmond, 4:30 pm	Norfolk, 10:00 pm
Norfolk, 9:50 am	Richmond, 1:30 pm
Norfolk, 6:30 pm	Richmond, 9:20 pm

These trains also make close connection to and from Farmville, Lynchburg, and southwestern points and way stations on the Norfolk and Western Railroad.

J. R. KENLY,
Superintendent of Transportation.
T. M. EMERSON, Gen'l Passenger Agent.
Sol. Haas, Traffic Manager.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

SCHEDULE COMMENCING NOVEMBER 15TH, 1885.

(EASTERN STANDARD TIME.)

6:00 am Leaves Byrd-street Station daily. Stops only at Ashland, Junction, Milford and Fredericksburg. Sleeper to Washington. Leaves Washington for New York at 11 am.

11:07 am Leaves Byrd-street Station daily (except Sunday). Leaves Washington for New York at 4:20 pm, also by limited at 3:30 pm.

6:20 pm Leaves Byrd-street Station daily. Sleeper to New York.

10:20 am Arrives Byrd-street Station daily. Sleeper from New York.

2:30 pm Arrives Byrd-street Station daily. Stops at Fredericksburg, Milford, and Junction. Sleeper from Washington.

9:08 pm Arrives Byrd-street Station daily (except Sunday).

6:00 am Train connects at Fredericksburg with P. F. & P. R. R. for Orange C. H.

Ashland Trains.

DAILY (EXCEPT SUNDAY).

4:00 pm Accommodation. Leaves Broad street Station; arrives Ashland 5:00 pm.

7:15 pm Leaves Elba; arrives Ashland 8:00 pm.

7:50 am Arrives Elba; leaves Ashland 6:43 am.

8:55 am Accommodation. Arrives Broad street Station; leaves Ashland 8:00 am.

5:50 pm Arrives Elba; leaves Ashland 5:10 pm.

C. A. TAYLOR,
General Ticket Agent.

E. T. D. MYERS, General Superintendent.

THE DAILY TIMES,
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RAILROADS.

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RICHMOND AND DANVILLE SYSTEM.

SCHEDULE

IN EFFECT JULY 4, 1886.

Train No.	Leave Richmond.	Train No.	Arrive Richmond.
50	*3 20 pm	51	*3 30 pm
52	*2 00 am	53	*7 00 am

Bon-Air Accommodation leaves Richmond 6 pm; arrives Richmond 8:41 am.

SLEEPING-CAR SERVICE.

On trains 52 and 53 sleeping-cars are run between Richmond and Greensboro'. These cars are open at 9 pm for passengers. Sleeping-cars are also run on 52 and 53 between Danville and Montgomery, Greensboro' and Raleigh; on trains Nos. 50 and 51 sleeping-cars are run between Danville and Atlanta.

CONNECTIONS.

Train No. 52 connects at Greensboro' for Raleigh, Goldsboro', and Morehead City; at Salisbury for Asheville and all points in Western North Carolina; at Charlotte with Charlotte, Columbia, and Augusta railroad for Columbia, Augusta, Aiken, Savannah, Charleston, and Florida; also with Carolina Central railroad for Wilmington, &c.

Train 52 has Pullman Buffet sleeping-car from Danville to Augusta, making close connection for Charleston, Savannah, and Jacksonville.

Trains Nos. 50 and 51 make close connection at Salisbury, to and from Asheville, and all points on the North Carolina division. Pullman sleeper is run on these trains between Greensboro' and Hot Springs, and Greensboro' and Raleigh.

TRAINS ON YORK RIVER LINE.

Leave Richmond	Arrive Richmond
*2 45 pm	*10 15 am
*4 45 pm	*8 30 am

*5 40 am, Freight, *8 35 pm, Freight.

Trains leaving at 2:45 and 4:45 pm, connect at West point daily, except Sunday, with boat, arriving at Baltimore 7:45 am. Fast train leaving at 4:45 pm, makes no stops between Richmond and West Point.

Fare Richmond to Baltimore only \$2, first-class; \$1.50 second-class.

*Daily. †Daily except Sunday. ‡Daily except Monday.

Depot and ticket office foot of Virginia street; up-town office, corner Tenth and Main streets.

JAMES L. TAYLOR,
General Passenger Agent.

Sol. Haas, Traffic Manager.

E. B. THOMAS, General Manager.

RICHMOND AND ALLEGHANY RAILROAD.

SCHEDULE OF TRAINS IN EFFECT JUNE 13TH, 1886.

TWO DAILY TRAINS EXCEPT SUNDAY BETWEEN RICHMOND AND LYNCHBURG.

	Through Mail	Accommodation	Night Express
	+No. 1.	+No. 3.	+No. 9.
Leave Richmond,	10 30 am	3 20 pm	7 00 pm
Arrive			
Scottsville,	1 36 am	7 35 pm	11 50 pm
Howdsville,	2 03 am	8 10 pm	12 41 pm
Lynchburg,	4 30 pm	4 30 pm	4 30 pm
Lexington,	6 55 pm		7 22 am
Cliff'n Forge,	7 50 pm		

SUNDAY ACCOMMODATION TRAIN

LEAVES 8:00 A. M.

ARRIVE RICHMOND,

5:10 pm MAIL daily (except Sunday).

9:55 am ACCOMMODATION daily (except Sunday).

7:50 am NIGHT EXPRESS daily (except Monday).

7:15 pm SUNDAY ACCOMMODATION.

CONNECTIONS.

At Richmond with associated railways and Richmond, Fredericksburg and Potomac railroad; at Lynchburg with Virginia Midland railway, and Norfolk and Western railroad; at Clifton Forge with Chesapeake and Ohio railroad; at Lexington with Baltimore and Ohio railroad.

Sleeping car attached to NIGHT EXPRESS for Lynchburg.

Trains marked † daily except Sunday.

Tickets sold to all points. Offices: 918 east Main street, 1000 Main, and at Richmond and Alleghany depot, Eighth and Canal streets.

JOHN R. MACMURDO,
General Passenger and Express Agent.

Byrd Island,

CLARA,